Workshop: Maintenance

Abstracts

This workshop will provide an update on activities between the FAA and Europe. FAA will provide an update on rulemaking activities and EASA will provide an update on the transition of the JAR codes related to maintenance into European Commission Regulation. There will also be presentations on the EASA maintenance overview, JAA/EASA transition, the FAA assessment program of the EASA system, and an overview of the US/EASA regulatory comparison work.

Agenda Item 1. Report Out from Harmonization Management Team On Maintenance Issues

FAA, JAA and EASA will report on action items from the 2003 Annual Conference, additional work accomplished, and the work plan for the coming year.

Agenda Item 2: EASA Maintenance Overview

EASA will provide an overview of their new system, organization, identify where JAA maintenance requirements have been transposed into EASA maintenance regulation, and outline plans and timetable for future regulations and procedures. The overview will discuss EASA's role and the European NAA responsibilities in the new EASA structure and organization. The discussion will include the impact of EASA on the international aviation maintenance community.

Agenda Item 3: Maintenance Rulemaking and Other Transitions from JAA to EASA

EASA and the FAA will discuss current plans on transition from JAR 145 to EASA Part 145. EASA and the FAA are developing a plan on the transition to the new EASA requirements to reduce the impact on JAR 145 repair stations in the U.S. and FAR 145 repair stations in France, Germany, and Ireland (countries with which the U.S. has signed a MIP). This plan must be in place by Nov. 2004.

Agenda Item 4: FAA assessment program of EASA system

FAA: The FAA and EASA have agreed to an assessment plan of the EASA system. The FAA has initiated this plan by conducting assessments of the European Union Member State National Aviation Authorities (NAA) as a preliminary step towards an overall assessment of the EASA system. To date the FAA has completed assessment of 13 EU member NAAs. The FAA team estimates completion of NAA assessment in the summer

of 2004. The FAA will assess NAAs in the new EU Member States that have FAA-certificated repair stations, once they have indicated their readiness. In addition, the FAA will conduct a joint AFS/AIR assessment of EASA headquarters sometime after EASA has relocated to Cologne.

Agenda Item 5: Overview of regulatory comparison

FAA/EASA. The FAA and EASA are currently engaged in drafting a regulatory comparison chart that will identify the differences between Commission Regulation (EC) 2042/2002 and 14 CFR part 145 and 43 regulations. The overview will discuss process and sample a few differences/similarities between the regulations. Based on the identified differences, the FAA and EASA will develop draft Maintenance Implementation Procedures for inclusion under an eventual U.S.-European Community safety agreement.

Agenda Item 6: FAA Rulemaking Update

FAA**:**
Revision to CFR part 43.17, U.S. and Canadian Bilateral Agreement:
The FAA is currently in the process of revising CFR part 43.17. The current regulation set forth some restriction on aircraft maintenance that the FAA can accept when performed in Canada by and Canadian Approved maintenance organization. The FAA has a rulemaking project in its final internal stages that will facilitate a MIP type arrangement between Canada and the U.S.

Repair Station Ratings and Quality Assurance System:
The FAA is currently developing a revision to CFR part 145 that will revise the current rating system to allow for the greater use of broad rating that include a capabilities list. This proposed regulation change to CFR part 145 would also address the issue of an internal evaluation program that may meet similar requirements as a production Quality Assurance System or ISO requirements.

Agenda Item 7: International Aerospace Quality Group presentation on repair station quality management systems

International Aerospace Quality Group. The IAQG has developed AS/EN9110 for Repair Station Quality Management Systems and AS/EN9120 for Distributors. Both standards provide a robust description of quality management systems for the support of aircraft after delivery and provide controls for procured parts and services that are equivalent to those used when the product was initially manufactured. An understanding of these requirements and their benefits would provide beneficial information during the workshop and hopefully stimulate airlines to adopt these requirements for those providing them with maintenance service and parts.